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Patent Claims

1. A driving assistance apparatus for cruise control
 5 for a vehicle (10, 27), having receiving means (25) for
 reception of a danger alarm (54, 70), which is
 transmitted without the use of wires at least outside
 the vehicle (10, 27), and/or of a switch-off command
 (35), which is formed by a transmitting/receiving
 10 device (30) in the vehicle (10, 27) from the danger
 alarm (54, 70), wherein the driving assistance
 apparatus is designed for self-deactivation as a
 function of the danger alarm (54, 70) and/or cannot be
 activated as a function of the danger alarm (54, 70),
 15 characterized
 in that the driving assistance apparatus is designed
 for self-deactivation and/or cannot be activated in
 conjunction with the danger alarm (54, 70) as a
 function of a current speed of travel (v1) of the
 20 vehicle (10, 27).

2. A driving assistance apparatus for cruise control
 for a vehicle (10, 27), having receiving means (25) for
 reception of a danger alarm (54, 70), which is
 25 transmitted without the use of wires at least outside
 the vehicle (10, 27), and/or of a switch-off command
 (35), which is formed by a transmitting/receiving
 device (30) in the vehicle (10, 27) from the danger
 alarm (54, 70), wherein the driving assistance
 30 apparatus is designed for self-deactivation as a
 function of the danger alarm (54, 70) and/or cannot be
 activated as a function of the danger alarm (54, 70),
 characterized
 in that the driving assistance apparatus is designed
 35 for self-deactivation and/or cannot be activated in
 conjunction with the danger alarm (54, 70) as a

function of the current distance (d) from a preceding vehicle (27).

5 3. The driving assistance apparatus as claimed in one of the preceding claims, characterized in that the apparatus is designed for self-deactivation and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of a preset speed of travel.

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4. The driving assistance apparatus as claimed in one of the preceding claims, characterized in that the apparatus is designed to reduce the speed of travel (v1) of the vehicle (10, 27) before its self-deactivation.

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5. The driving assistance apparatus as claimed in one of the preceding claims, characterized in that the apparatus cannot be activated for a predetermined latency time after reception of the danger alarm (54, 70).

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6. The driving assistance apparatus as claimed in one of the preceding claims, characterized in that the apparatus can receive the danger alarm (54, 70) or the switch-off command (35) via a bus in the vehicle.

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7. The driving assistance apparatus as claimed in one of the preceding claims, characterized in that the danger alarm (54, 70) is transmitted by a fixed-position transmitting device (30, 70) or by a vehicle transmitting device (30, 70) provided in a second vehicle (10, 27).

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8. The driving assistance apparatus as claimed in one of the preceding claims, characterized in that the apparatus has output means for outputting in particular visual and/or audible and/or tactile
5 warning information (46) to the driver (14) of the vehicle (10, 27).

9. The driving assistance apparatus as claimed in claim 8,
10 characterized in that the output means output the warning information (46) before deactivation of the driving assistance apparatus (19).

15 10. The driving assistance apparatus as claimed in claim 8 or 9, characterized in that the self-deactivation is carried out when the driver (14) has acknowledged the warning information
20 (46) by means of a predetermined control action.

11. The driving assistance apparatus as claimed in claim 8 or 9, characterized
25 in that the self-deactivation is carried out when the driver (14) does not acknowledge the warning information (46).

12. The driving assistance apparatus as claimed in one
30 of the preceding claims, characterized in that the apparatus is designed for adaptive cruise control which takes account of the distance (d) from a preceding vehicle (27).

35 13. A transmitting/receiving device (30) for interaction with a driving assistance apparatus (19) as

claimed in one of the preceding claims, characterized
in that the device has receiving means (32) for
reception of a danger alarm (54, 70), which is
transmitted without the use of wires at least outside
5 the vehicle (10, 27), and in that the device has
interface means (34) for transmission of the danger
alarm (54, 70) and/or of a switch-off command (35),
which is formed from the danger alarm (54, 70), to the
driving assistance apparatus (19).

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14. The driving assistance apparatus as claimed in one
of claims 1 to 12 or the transmitting/receiving device
(30) as claimed in claim 13, characterized
in that the apparatus or device has a program code
15 which can be run by a processor which, in particular,
is contained in a traction control apparatus and/or a
motor or engine control apparatus for a traction motor
or engine (16) in the vehicle (10, 27).

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15. A storage means having a driving assistance
apparatus and/or a transmitting/receiving device (30)
as claimed in claim 14.

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16. A vehicle, in particular a passenger vehicle,
characterized
in that the vehicle contains a driving assistance
apparatus (19) as claimed in one of claims 1 to 12 or
14, and/or a transmitting/receiving device (30) as
claimed in claim 13 or 14, and/or a storage means as
30 claimed in claim 15.

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17. A method for cruise control of a vehicle (10, 27),
in which a danger alarm (54, 70), which is transmitted
without the use of wires at least outside the vehicle
(10, 27), and/or a switch-off command (35), which is
formed from the danger alarm (54, 70), are/is received,

wherein the cruise control is deactivated as a function of the danger alarm (54, 70) and/or cannot be activated as a function of the danger alarm (54, 70), characterized

5 in that the cruise control is deactivated and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of the current speed of travel (v1) of the vehicle (10, 27).

10 18. A method for cruise control of a vehicle (10, 27), in which a danger alarm (54, 70), which is transmitted without the use of wires at least outside the vehicle (10, 27), and/or a switch-off command (35), which is formed from the danger alarm (54, 70), are/is received,
15 wherein the cruise control is deactivated as a function of the danger alarm (54, 70) and/or cannot be activated as a function of the danger alarm (54, 70), characterized

in that the cruise control is deactivated and/or cannot
20 be activated in conjunction with the danger alarm (54, 70) as a function of the current distance (d) from a preceding vehicle (27).